

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**203**

Town of Crewe

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend









### Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

### Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Crewe

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From: <input type="text"/>	SCL Crewe															
	Town of Crewe (Maint: 67)	0.15	2700	N	96%	0%	1%	1%	2%	0%	N	0.101	N	0.518	2700	N	
 	To: <input type="text"/>	S US 460															
	Town of Crewe (Maint: 67)	1.80	11000	F	82%	1%	1%	3%	14%	0%	F	0.089	F	0.523	11000	F	
	To: <input type="text"/>	N US 460															
	Town of Crewe (Maint: 67)	0.34	1900	F	93%	1%	1%	1%	4%	0%	C	0.093	F	0.575	2000	F	
	To: <input type="text"/>	NCL Crewe															
	From: <input type="text"/>	WCL Crewe															
 	Town of Crewe (Maint: 67)	0.76	7900	N	82%	1%	1%	3%	14%	0%	N	0.086	N	0.556	7900	N	
	To: <input type="text"/>	W SR 49															
	From: <input type="text"/>	E SR 49															
	Town of Crewe (Maint: 67)	0.70	9700	F	82%	1%	1%	3%	14%	0%	F	0.087	F	0.546	9700	F	
	To: <input type="text"/>	ECL Crewe															

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						2Axle	3+Axle	1Trail	2Trail									
Town of Crewe																		
<div>60767</div>		0.21	450	From:	SCL Crewe							N	0.116	N	0.6	460	N	2005
				To:														
<div>60767</div>	Jennings Town Rd	0.29	390	From:	US 460 WEST							NA			NA		04/18/2005	
				To:														
<div>61867</div>	Carter St	0.14	2500	From:	US 460							C	0.111	F	0.545	2600	F	2005
				To:														
<div>61867</div>		0.14	1300	From:	67-1009 Tennessee Ave							C	0.102	F	0.529	1400	F	2005
				To:	67-1009; E Tennessee Ave													
<div>61867</div>		0.13	1200	From:	67-1011							C	0.104	F	0.514	1300	F	2005
				To:														
<div>61867</div>		0.29	790	From:	67-619; 67-1025							F	0.128	F	0.602	810	F	2005
				To:														
<div>61867</div>		0.18	740	From:	67-1008							F	0.126	F	0.622	750	F	2005
				To:	ECL Crewe													
<div>61967</div>		0.25	1800	From:	67-618; 67-1025							F	0.110	F	0.557	1800	F	2005
				To:	NCL Crewe													
<div>63067</div>		0.50	140	From:	WCL Crewe							N	0.17	N	0.65	140	N	2005
				To:														
<div>63067</div>		0.35	290	From:	67-607 Jennings Town Rd							F	0.111	F	0.575	290	F	2005
				To:														
<div>63067</div>		0.13	620	From:	SR 49 WEST							F	0.115	F	0.58	630	F	2005
				To:	SR 49 EAST													
<div>63067</div>		0.28	260	From:	67-1044							C	0.125	F	0.529	270	F	2005
				To:	NCL Crewe													
<div>100167</div>	E. Carolina Avenue	0.24	320	From:	67-1038 Country Club Rd							F	0.164	F	0.676	330	F	2005
				To:														
<div>100167</div>	E. Carolina Avenue	0.24	480	From:	67-1021 Third St							F	0.180	F	0.561	490	F	2005
				To:														
<div>100167</div>	E. Carolina Avenue	0.17	870	From:	67-1023							F	0.141	F	0.508	890	F	2005
				To:														
<div>100167</div>	Carolina Ave	0.08	1400	From:	67-1025 Tyler St							C	0.135	F	0.505	1400	F	2005
				To:														
<div>100167</div>		0.16	1600	From:	67-618 Carter St							F	0.129	F	0.587	1600	F	2005
				To:														
<div>100167</div>		0.28	1000	From:	67-1027							F	0.144	F	0.534	1100	F	2005
				To:														
<div>100167</div>	W. Carolina Ave	0.59	860	From:	67-1033							F	0.142	F	0.579	880	F	2005
				To:														
<div>100167</div>	W. Carolina Avenue	0.25	650	From:	67-1042							F	0.107	F	0.569	660	F	2005
				To:	67-1044													
<div>100267</div>	Dade St	0.07	470	From:	US 460							NA			NA		04/14/2005	
				To:														
<div>100267</div>	Dade St	0.27	240	From:	67-1001							NA			NA		04/14/2005	
				To:	67-630													
<div>100367</div>	Maryland Ave	0.09	40	From:	67-1002 Dade St							NA			NA		04/14/2005	
				To:	67-1044													



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Town of Crewe

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Crewe</b>																
(1005 67)	0.30	110	N			From: SCL Crewe					NA			NA		04/13/2005
(1005 67)	Forth St	0.07	350	R		To: US 460					NA			NA		04/13/2005
(1005 67)	Forth St	0.07	360	R		From: 67-1001; E Carolina Avenue					NA			NA		04/13/2005
(1005 67)	Forth St	0.07	360	R		To: 67-1001; E Carolina Avenue					NA			NA		04/13/2005
(1005 67)	Forth St	0.20	230	R		From: 67-1009; E Tennessee Ave					NA			NA		04/13/2005
(1005 67)	Forth St	0.07	80	R		To: 67-1009; E Tennessee Ave					NA			NA		04/13/2005
(1005 67)	Forth St	0.07	80	R		From: 67-1046					NA			NA		04/13/2005
(1005 67)	Forth St	0.07	80	R		To: Dead End					NA			NA		04/13/2005
(1007 67)		0.28	160	R		From: 67-619					NA			NA		03/11/2002
(1007 67)		0.28	160	R		To: 67-1008					NA			NA		03/11/2002
(1008 67)		0.06	30	R		From: 67-618 Carter St					NA			NA		03/11/2002
(1008 67)		0.06	30	R		To: 67-1007					NA			NA		03/11/2002
(1009 67)	E Tennessee Ave	0.08	270	R		From: 67-1027; 67-1028					NA			NA		04/13/2005
(1009 67)	E Tennessee Ave	0.34	430	R		To: 67-1026 Powell St					NA			NA		04/13/2005
(1009 67)	E Tennessee Ave	0.37	240	R		From: 67-1023					NA			NA		04/13/2005
(1009 67)	E Tennessee Ave	0.13	150	R		To: 67-1005 Forth St					NA			NA		04/13/2005
(1009 67)	E Tennessee Ave	0.13	150	R		From: 67-1038					NA			NA		04/13/2005
(1010 67)	E Tennessee Ave	0.08	120	R		To: 67-1027					NA			NA		04/18/2005
(1010 67)	E Tennessee Ave	0.25	220	R		From: 67-1026 Powell St					NA			NA		04/18/2005
(1010 67)	E Tennessee Ave	0.22	160	R		To: 67-1024					NA			NA		04/18/2005
(1010 67)	E Tennessee Ave	0.07	46	R		From: 67-1022 Second St					NA			NA		04/18/2005
(1010 67)	E Tennessee Ave	0.13	80	R		To: Dead End; Gap Terminus					NA			NA		04/18/2005
(1010 67)	E Tennessee Ave	0.13	80	R		From: 67-1021 Gap Terminus					NA			NA		04/18/2005
(1010 67)	E Tennessee Ave	0.13	80	R		To: 67-1005 Forth St					NA			NA		04/18/2005
(1011 67)		0.40	580	R		From: 67-1026 Powell St					NA			NA		03/18/2002
(1011 67)		0.10	60	R		To: Dead End; Gap Terminus					NA			NA		03/18/2002
(1011 67)		0.10	60	R		From: 67-1005 Forth St					NA			NA		03/18/2002
(1012 67)		0.07	230	R		To: 67-1030					NA			NA		03/18/2002
(1012 67)		0.09	70	R		From: 67-1028 Gap Terminus					NA			NA		03/18/2002
(1012 67)		0.09	70	R		To: 67-1027 Gap Terminus					NA			NA		03/18/2002
(1012 67)		0.09	70	R		From: 67-1026 Powell St					NA			NA		03/18/2002
(1012 67)		0.09	70	R		To: 67-1026 Powell St					NA			NA		03/18/2002
(1013 67)		0.22	160	R		From: 67-1028					NA			NA		03/18/2002
(1013 67)		0.09	170	R		To: 67-1026 Powell St					NA			NA		03/18/2002
(1013 67)		0.09	170	R		From: 67-618 Carter St					NA			NA		03/18/2002
(1013 67)		0.09	170	R		To: 67-618 Carter St					NA			NA		03/18/2002

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						2Axle	3+Axle	1Trail	2Trail								
Town of Crewe																	
1014 67	0.27	180	From:	Dead End									NA		NA		03/18/2002
			To:	67-1026 Powell St													
1015 67	0.17	180	From:	67-619									NA		NA		03/11/2002
			To:														
1015 67	0.06	20	From:	67-1039									NA		NA		03/11/2002
			To:	Dead End													
1016 67	0.08	60	From:	Dead End									NA		NA		03/11/2002
			To:	67-1019													
1016 67	0.10	140	From:	R									NA		NA		03/11/2002
			To:	67-1025 Tyler St													
1017 67	0.10	80	From:	67-1019									NA		NA		03/11/2002
			To:	67-1025 Tyler St													
1018 67	0.09	230	From:	67-1011									NA		NA		03/18/2002
			To:	67-1019													
1019 67	0.07	110	From:	67-1018									NA		NA		03/11/2002
			To:	67-1017													
1019 67	0.05	60	From:	R									NA		NA		03/11/2002
			To:	67-1016													
1020 67	0.06	190	From:	US 460									NA		NA		03/18/2002
			To:	67-1023													
1020 67	0.34	190	From:	R									NA		NA		03/18/2002
			To:	67-1005													
1021 67	0.21	210	From:	67-1020									NA		NA		03/18/2002
			To:	67-1009 ; E Tennessee Ave													
1021 67	0.07	100	From:	67-1009; E Tennessee Ave									NA		NA		03/18/2002
			To:	67-1010 ; E Tennessee Ave													
1022 67	0.06	110	From:	67-1020									NA		NA		04/13/2005
			To:	US 460													
1022 67	0.14	810	From:	R									NA		NA		04/13/2005
			To:	67-1009; E Tennessee Ave													
1022 67	0.26	830	From:	R									NA		NA		04/13/2005
			To:	67-1047													
1022 67	0.03	300	From:	R									NA		NA		04/13/2005
			To:	67-1050													
1022 67	0.03	240	From:	R									NA		NA		04/13/2005
			To:	Dead End													
1023 67	0.05	190	From:	67-1020									NA		NA		03/18/2002
			To:	US 460													
1023 67	0.34	320	From:	R									NA		NA		03/18/2002
			To:	67-1046													
1023 67	0.06	70	From:	R									NA		NA		03/18/2002
			To:	67-1047													

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						2Axle	3+Axle	1Trail	2Trail								
Town of Crewe																	
1024 67	0.07	120	From:	67-1048								NA		NA		02/20/2002	
			To:	US 460													
1024 67	0.14	70	From:	US 460								NA		NA		03/18/2002	
			To:	67-1009; E Tennessee Ave													
1024 67	0.06	180	From:	67-1009; E Tennessee Ave								NA		NA		03/18/2002	
			To:	67-1010; E Tennessee Ave													
1025 67	Tyler St	0.14	2500	From:	US 460								NA		NA		04/14/2005
				To:	67-1009; E Tennessee Ave												
1025 67	Tyler St	0.24	1700	From:	67-1009; E Tennessee Ave								NA		NA		04/14/2005
				To:	67-1016												
1025 67	Tyler St	0.05	1600	From:	67-1016								NA		NA		04/14/2005
				To:	67-618; 67-619												
1026 67	Powell St	0.07	1100	From:	US 460								NA		NA		04/14/2005
				To:	67-1001												
1026 67	Powell St	0.43	760	From:	67-1001								NA		NA		04/14/2005
				To:	67-619												
1027 67		0.14	500	From:	US 460								NA		NA		03/18/2002
				To:	67-1009; 67-1028												
1027 67		0.10	300	From:	67-1009; 67-1028								NA		NA		03/18/2002
				To:	67-1012												
1027 67		0.14	190	From:	67-1012								NA		NA		03/18/2002
				To:	67-1014												
1028 67		0.16	320	From:	67-1009; 67-1027								NA		NA		03/20/2002
				To:	67-1013												
1029 67		0.18	150	From:	67-1001; 67-1032								NA		NA		03/18/2002
				To:	67-1028												
1030 67		0.06	120	From:	67-1001								NA		NA		03/18/2002
				To:	67-1029												
1030 67		0.07	60	From:	67-1029								NA		NA		03/18/2002
				To:	67-1012												
1031 67		0.07	60	From:	US 460								NA		NA		03/18/2002
				To:	67-1001												
1032 67		0.07	80	From:	US 460								NA		NA		03/18/2002
				To:	67-1001; 67-1029												
1033 67		0.07	200	From:	US 460								NA		NA		03/18/2002
				To:	67-1001												
1033 67		0.29	390	From:	67-1001								NA		NA		03/18/2002
				To:	Dead End												
1034 67		0.07	120	From:	US 460								NA		NA		03/18/2002
				To:	67-1001												
1034 67		0.07	47	From:	67-1001								NA		NA		03/18/2002
				To:	Dead End												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Crewe																
1035 67	0.20	80	From:	US 460								NA		NA		03/20/2002
			To:	Old NCL Crewe												
1036 67	0.07	80	From:	US 460								NA		NA		03/20/2002
			To:	67-1001												
1037 67	0.07	180	From:	US 460								NA		NA		03/20/2002
			To:	67-1001												
1038 67	0.07	660	From:	US 460								NA		NA		03/18/2002
			To:	67-1001; E Carolina Avenue												
1038 67	0.07	390	From:	67-1001; E Tennessee Ave								NA		NA		03/18/2002
			To:	Dead End												
1039 67	0.07	60	From:	67-618 Carter St								NA		NA		03/11/2002
			To:	67-1007												
1039 67	0.08	49	From:	67-1007								NA		NA		03/11/2002
			To:	67-1015												
1040 67	0.35	80	From:	67-1002 Dade St								NA		NA		04/14/2005
			To:	67-1043 Page St												
1041 67	0.13	90	From:	US 460								NA		NA		03/20/2002
			To:	67-1040; W Tennessee Ave												
1042 67	0.13	110	From:	US 460								NA		NA		03/20/2002
			To:	67-1040; W Tennessee Ave												
1043 67	0.13	200	From:	35-460								NA		NA		04/14/2005
			To:	67-1040; W Tennessee Ave												
1044 67	0.41	340	From:	67-630								NA		NA		03/20/2002
			To:	US 460												
1046 67	0.04	60	From:	Dead End								NA		NA		03/18/2002
			To:	67-1005 Forth St												
1046 67	0.37	130	From:	67-1005 Forth St								NA		NA		03/18/2002
			To:	67-1023												
1047 67	0.12	60	From:	67-1023								NA		NA		03/18/2002
			To:	67-1022 Second St												
1048 67	0.06	30	From:	Dead End								NA		NA		02/20/2002
			To:	67-1024												
1048 67	0.04	40	From:	67-1024								NA		NA		02/20/2002
			To:	Dead End												
1050 67	0.07	90	From:	Dead End								NA		NA		03/18/2002
			To:	67-1022 Second St												